

Department of Transportation
Olympia, Washington 98504

August 1, 2005

ATTENTION: All Short-Listed Proposers

Request For Proposals
I-405, SR 520 to SR 522 Stage 1
Design-Build Project

Addendum No. 1

The Instructions To Proposers for this project is amended as follows:

1. On page iv, **PROPOSAL FORMS**, the title of Form C is revised to read "Upset Amount Determination"
2. On page 4 of 76, Section 1.7, **Procurement Schedule**, is revised as follows:

Action	Date
Issue Draft RFP	March 22, 2005
Mandatory Draft RFP Meeting	April 11, 2005
Draft RFP One-On-One Meetings	April 12-May 13, 2005
Issue Final Draft RFP	May 31, 2005
Voluntary Proposer Meetings	May 17-July 15, 2005
Request for Supplemental Boring Deadline	June 9, 2005
ATC Submittal Deadline	July 22, 2005
Distribute Supplemental Boring Results	July 1, 2005
Issue RFP	July 15, 2005
Proposer Questions Due	July 29, 2005
Issue Final Addendum	July 29 August 5 , 2005
Proposal Due Date	August 18 7 , 2005
Announce Apparent Best Value	September 8 4 , 2005
Notice to Proceed	September 30 15 , 2005
Anticipate Final Permit	July 22 August 5 , 2005

3. On page 4 of 76, Section 1.8, **Estimated Project Cost**, is revised as follows: "The WSDOT Engineer's estimated Proposal Price is \$40 ~~5~~ million."
4. On page 16 of 76, Technical Proposal Section 2A, page limit is revised as follows: "(*)". The associated footnote following the table on this page is deleted and replaced with the following: "Resumes do not count toward the page limit for Section 2 of the Proposal."

5. On page 18 of 76, the fourth sentence of Section 3.1.3, **Format**, is revised as follows:

“Charts, ~~exhibits~~ tables and other ~~illustrative and~~ graphical information may be submitted on 11-inch x 17-inch paper”.

6. On page 18 of 76, the third sentence of Section 3.1.3.1, **Appendices**, is revised as follows:

“Appendices would typically consist of plan sheets or other ~~graphical~~ illustrative information and should not include narrative text except as specifically required by the ITP.”

7. On page 20 of 76, Section 3.4, **Proposer Information and Certifications (Section 1)**, item c) is supplemented with the following:

The Milestone Completion Deadlines provided on Form D will be considered as commitments by the Design-Builder in the execution of the Contract. The milestones provided and the proposed duration from NTP will be considered in the evaluation as described in ITP Sections 3.5.2.4 and 3.5.3.

8. On page 32 of 76, delete the first paragraph of Section 3.5.2.5, **Technical Approach and Innovations in the Design and Construction of the Project (section 2E)**

9. On page 32 of 76, the second paragraph of Section 3.5.2.5, **Technical Approach and Innovations in the Design and Construction of the Project (section 2E)**, is revised as follows:

~~“In addition,~~ Section 2E of the Proposal shall present the implemented ATCs, Betterments, changes to the Conceptual Design and other innovations which are not addressed elsewhere in the Proposal that for example:”

10. On page 43 of 76, delete the second paragraph of Section 4.3.1.

11. On page 43 of 76, the section number for the section titled **Upset Amount** is revised to read 4.3.2.

12. On page 43 of 76, the second sentence of Section 4.3.2, **Upset Amount**, is revised to read:

“The Upset Amount is defined as Fifty ~~Five~~ Million and no/100 Dollars (\$50,000,000.00).”

13. On page 44 of 76, the last paragraph of Section 4.3.2, **Upset Amount**, is revised as follows:

This Upset Amount evaluation will be performed by the WSDOT ~~Manager of Contract Ad and Award~~ Manager in strict confidence upon receipt of all Proposals. After completion of said review, each Form C will be resealed in its designated envelope and placed back with its respective Price Proposals. The WSDOT ~~Manager of Contract Ad and Award~~ Manager shall hold all information regarding the identity of all Proposers as related to the Upset Amount ~~d~~Determination strictly confidential. No information regarding the Upset Amount ~~d~~Determination shall be given to any individuals involved in the technical evaluation process. (Note: If a Proposal is deemed unacceptable based solely on price magnitude being greater than the Upset Amount, the Proposal will still be eligible for the Stipend provided all other criteria relative to the Stipend are met.)

14. On page 45 of 76, Section 4.4, **Evaluation of the Technical Proposal**, in the first and second sentences of the bulleted paragraph for the description of an **Excellent** rating, replace the word “Proposal” with the phrase “subsection of the Proposal”.

15. On page 45 of 76, Section 4.4, **Evaluation of the Technical Proposal**, in the first and second sentences of the bulleted paragraph for the description of a **Very Good** rating, replace the word "Proposal" with the phrase "subsection of the Proposal".
16. On page 45 of 76, Section 4.4, **Evaluation of the Technical Proposal**, in the first and second sentences of the bulleted paragraph for the description of a **Good** rating, replace the word "Proposal" with the phrase "subsection of the Proposal".
17. On page 45 of 76, Section 4.4, **Evaluation of the Technical Proposal**, in the first and second sentences of the bulleted paragraph for the description of a **Good** rating, replace the word "Proposal" with the phrase "subsection of the Proposal".
18. On page 45 of 76, Section 4.4, **Evaluation of the Technical Proposal**, in the first sentence of the bulleted paragraph for the description of a **Poor** rating, replace the word "Proposal" with the phrase "subsection of the Proposal".
19. On page 45 of 76, Section 4.4, **Evaluation of the Technical Proposal**, the last sentence is revised as follows: "WSDOT, at its sole discretion, may reject any p~~P~~Proposal receiving a technical score below 700."
20. Delete page 56 of 76, **FORM B**, and replace it with the attached.
21. Delete page 57 of 76, **FORM C**, and replace it with the attached.

Chapter 1 General Provisions for this project is amended as follows:

22. On page 199 of 203, the third sentence of the first full paragraph on this page is deleted and replaced with the following:

"The Design-BUILDER shall promptly notify the WSDOT Engineer of published revisions to the design standards, specifications and WSDOT policy and the schedule and cost impact(s), if any, of such revisions. The WSDOT Engineer will make the final decision regarding the need to modify the design to accommodate the revised standards, specifications, and WSDOT policy."

Chapter 2 Technical Provisions for this project is amended as follows:

23. Section 2.1.5.7.1, the first bullet under the sub-heading **Design Office** is revised to read:
 - Five Full-time office spaces with personal computer in each
24. Section 2.1.5.7.1, the fourth bullet under the sub-heading **Design Office** is revised to read:
 - Seven parking spaces
25. Section 2.7.3.4, **New Mainline Pavement (Reconstruction)**, the first sentence is revised as follows:

"A portion of the Project will require removal of the I-405 mainline pavement, raising the mainline profile, and constructing a new pavement section over the compacted fill – see Conceptual Plans, Appendix M1, and Cross Section, Appendix M2, for approximate limits and quantities for this work."

26. Section 2.7.3.5, **Widening of Existing Pavement**, the first sentence is revised as follows:

"Most of the Project will require pavement widening to accommodate full lane and shoulder width standards and the additional travel lane for NB and SB I-405 – see Conceptual Plans, Appendix M1, and Cross Section, Appendix M2, for approximate limits and quantities for this work."

27. Section 2.7.4.1, **Design Criteria**, the second sentence of the first bullet is deleted and replaced with the following:

"The appropriate lane distribution factor shall be applied in accordance with the AASHTO Guide for the Design of Pavement Structures, 1993. The same distribution factor shall be applied across all lanes, i.e. the same HMA and base depth shall be the same across all lanes."

28. Section 2.8.3.2.3.1, **Temporary Erosion and Sediment Control (TESC) Plan**, the last sentence of the second paragraph is revised as follows:

"The Design-Builder's TESC Plan shall also accommodate commitments WSDOT has made with local jurisdictions, such as those listed in the Memorandum of Agreement between WSDOT and the City of Kirkland (provided in Appendix O5 and included in the Commitments List in Appendix C1)."

29. Section 2.8.3.2.3.1.1, **High Visibility Construction Fencing**, the second sentence of the second paragraph is deleted and the third sentence of the second paragraph is revised as follows:

"The High Visibility construction fence shall weigh approximately 0.44 pounds per linear foot, and shall be installed in accordance with the manufacturer's recommendations."

30. Section 2.8.3.2.4.3, **Post Construction Monitoring**, the first sentence of the first paragraph is revised as follows:

"Within five business days of the Physical Completion Date, the ECM shall conduct final monitoring inspections to assess and document compliance with permitting requirements and all remaining environmental commitments provided to the Design-Builder in the I-405, SR 520 to SR 522 Stage 1 Commitments List (Appendix C1)."

31. Section 2.8.3.2.4.3.1, **Environmental Commitment Close-Out Report**, the last bullet of supplemented with the following:

"The Design-Builder may submit the Environmental Commitment Close-Out Report in stages as discrete work elements are completed (e.g. at completion of wetland mitigation sites)."

32. Section 2.8.4.2.1, **Permit Acquisition**, the fourth bullet of the second paragraph is revised as follows:

"Exemption to the hours of for Development Activities – City of Kirkland)."

33. Section 2.8.4.2.2, **Permit Compliance, Modifications and Additional Approvals**, the last sentence is revised as follows:

"Meetings may occur more frequently during final design stages and prior to initial construction activities ~~occurring in or near environmentally sensitive areas~~."

34. Section 2.8.4.3.1.1, the heading is revised to read, "**Mitigation for Stream and Wetland Impacts**".

35. Section 2.8.4.3.1.1, **Mitigation for Stream and Wetland Impacts**, is revised as follows:

WSDOT has determined that construction of Stage 1 and Stage 2 of the I-405, SR 520 to SR 522 Project will result in unavoidable impacts to streams and wetlands. Impacts to these wetlands will be offset through off-site compensatory mitigation that the Design-Builder shall construct as part of the Kirkland Stage 1 Project. The Design-Builder shall provide fish passage at Forbes Creek in accordance with RFP Section 2.14.3.3. WSDOT has prepared a Kirkland Nickel Wetland Mitigation Plan, which provides detailed information about the required wetland mitigation (Appendix W2). The Wetland Mitigation Plan provides for the creation and enhancement of wetlands to meet the “no-net-loss” requirement per both federal and Washington State executive orders (Executive Order 11990; *Washington State Executive Order 90-04*). Mitigation ratios were determined in accordance with the Implementing Agreement between Ecology and WSDOT Concerning Wetlands Protection and Management (Appendix W4).

As part of the Kirkland Stage 1 Project, the Design-Builder shall utilize the exhibits in ~~Appendices~~ Appendices A through C of the Wetland Mitigation Plan and electronic file to prepare 90 percent and RFC Plans for all three wetland mitigation sites in accordance with RFP Section 2.12, the I-405 Congestion Relief and Bus Rapid Transit Project, CADD *Standards Manual*, Section 440 through 460, Division 5 and 6 of WSDOT *Plans Preparation Manual*, WSDOT *Highway Runoff Manual*, and the Quality Management Plan. The Design-Builder shall ensure that the Standards of Success, as outlined in the Wetland Mitigation Plan, are met during a plant establishment period of three years. The Design-Builder shall ensure all permit conditions and environmental commitments are met (see Commitment List, Appendix C1). RFP Section 2.12.3.2 requires the Design-Builder to prepare As-Built Plans to show as-constructed conditions. Please note that in addition to these requirements, the 401 Water Quality Certification Permit contains additional requirements (Condition F.12) for documenting As-Built conditions at the wetland mitigation sites.

As part of the Army Corps 404 permitting process, WSDOT has agreed with the Muckleshoot Tribe to provide additional mitigation for impacts to Stream C-28 and Forbes Creek. The Design-Builder shall coordinate with WSDOT to include an appropriate amount of Large Woody Debris (LWD) in the rechannelized stream at the Forbes Lake East Wetland Mitigation Site, per review and approval of the plans by the Muckleshoot Tribe. In addition, the Design-Builder shall add a small amount of additional LWD to Forbes Creek per the specifications provided to WSDOT by WDFW in the Hydraulic Project Approval issued on July 13, 2005.

36. Section 2.8.4.3.4, **Hazardous Materials**, is revised as follows:

~~The Design-Builder shall prepare a SPCC Plan in accordance with Section 2.8.3.2.3.2.~~

Known or Suspected Contamination within the Build Alternative Right-of-Way

- The Design-Builder shall prepare a SPCC plan that provides specific guidance for managing contaminated media that may be encountered within the right of way.
- ~~WSDOT may be responsible for the remediation and monitoring of contaminated properties that will be acquired for this Project. In such cases, WSDOT will further evaluate the identified properties to assess their condition before acquisition or construction occurs.~~
- Prior to construction, the Design-Builder shall have a thorough asbestos containing materials/lead based paint (ACM/LBP) survey completed by a certified inspector on all structures that will be demolished. The Design-Builder shall be responsible for filing a Notice of Intent with the Puget Sound Clean Air Agency prior to demolition

of any structures. All costs associated with the inspection, removal, and disposal of ACM/LBP shall be included in the Design-Builder's lump-sum bid. Please note, Section 2-02 of the WSDOT Standard Specifications is supplemented with additional requirements for asbestos handling and disposal (see Appendix B1, Special Provisions).

- If WSDOT acquires a portion or all of a property (building, structure) suspected of containing ACM/LBP, the Design-Builder shall properly abate and dispose of any existing ACM and LBP contamination prior to construction activities. Depending on the concentration of lead in the demolition debris, some debris may need to be disposed of as dangerous waste, which will require that Ecology be notified and that appropriate regulations are followed.
- If the Design-Builder encounters an unknown underground storage tank (UST) within its WSDOT right-of-way, ~~WSDOT will assume cleanup liability for the appropriate~~ the Design-Builder shall decommissioning and removal of the UST(s). If this occurs, WSDOT and the Design-Builder shall follow all applicable rules and regulations associated with UST removal activities.
- The Design-Builder shall dispose of construction waste material such as concrete or other ~~deleterious~~ harmful materials at approved sites in accordance with Sections 2-01, 2-02, and 2-03 of the WSDOT Standard Specifications. Please note, Section 2-03.3(7)C of the WSDOT Standard Specifications has been supplemented with additional requirements (see Appendix B1, Special Provisions).
- WSDOT may acquire the responsibility for cleanup of any soil or groundwater contamination encountered during construction (that must be removed from the project limits) within WSDOT right-of-way ~~or staging areas~~. Contaminated ~~media~~ will be evaluated relative to ~~MTCA~~ Model Toxics Control Act cleanup levels.
- The Design-Builder shall meet all regulatory conditions imposed at contaminated properties (e.g., Consent Decree) associated with construction. These conditions could include ensuring that the surrounding properties and population are not exposed to the contaminants on the site: i.e., the Design-Builder shall ensure that the site is properly contained during construction so that contaminants do not migrate offsite and so that the health and safety of all on-site personnel are protected during work at the site. ~~WSDOT may also assume responsibility for ongoing groundwater monitoring of any existing wells within the planned right-of-way.~~
- ~~WSDOT will consider entering into a pre-purchaser's agreement for the purpose of indemnifying WSDOT against the responsibility for any long term cleanup and monitoring costs.~~

Known or Suspected Contamination Outside of the Right-of-Way

- Contaminated groundwater originating from properties located up-gradient of the right-of-way could migrate to the Project area. WSDOT generally will not incur liability for groundwater contamination that has migrated into the Project footprint as long as the agency does not acquire the source of the contamination. However, the Design-Builder shall manage the contaminated media in accordance with all applicable rules and regulations.

Unknown Contamination

- If WSDOT acquires a property that has unknown contamination, the agency could incur liability for any contamination discovered after acquisition, as well as liability

for the removal of any stored materials remaining onsite at the time of the acquisition. WSDOT could be responsible for cleanup or disposal of these unknown substances, for example, USTs and contaminated media (including ACM and LBP). If unknown contamination is discovered during construction, the Design-Builder will follow the SPCC Plan as well as all appropriate regulations.

Worker and Public Health and Safety

The Design-Builder shall comply with the following regulations and agreements:

- State Dangerous Waste Regulations (Chapter 173-303 WAC)
- [State Underground Storage Tank Regulations \(Chapter 173-360 WAC\)](#)
- [State Health and Safety Asbestos Regulations \(Chapter 49.26 RCW\)](#)
- Safety Standards for Construction Work (Chapter 296-155 WAC)
- [Washington Industrial Safety and Health Act \(Chapter 49.17 RCW\)](#)
- National Emission Standards for Hazardous Air Pollutants (NESHAP) (Code of Federal Regulations, Title 40, Volume 5, Parts 61 to 71)
- General Occupational Health Standards (Chapter 296-62 WAC)
- Implementing Agreement between Ecology and WSDOT Concerning Hazardous Waste Management (April 1993).

37. Section 2.8.5, **Submittals**, is revised as follows:

The Design-Builder shall submit the following documents to WSDOT as required by this RFP and the environmental permits obtained for the Kirkland Stage 1 Project. [The submittals shall include, but will not be limited to the following:](#)

- Environmental Compliance Plan (ECP)
- Temporary Erosion and Sediment Control Plan (including the Water Quality Monitoring Plan)
- Temporary Erosion and Sediment Control Inspection Reports
- Spill Prevention, Control, and Countermeasures Plan
- Asbestos Containing Materials/Lead Based Paint (ACM/LBP) Survey(s)
- Fugitive Dust Control Plan
- Supplemental Noise analysis where necessary for changes to the Basic Configuration that could affect the performance of the noise walls
- Noise Variances
- Environmental Commitment Close-Out Report(s)
- Various Construction Monitoring Reports as required in the permits.
- [Final](#) Wetland Mitigation Plans.

38. Section 2.11.5.3.2, the Section title is revised to read **Technical Memoranda**.

39. Section 2.11.5.4, the fourth bullet is revised to read:

- Technical Memoranda

40. Section 2.12.5.1, the reference to Section 1-011.9 in the last sentence of the second paragraph is revised to read Section 1-011.10.

41. Section 2.12.5.3.1, the Section title is revised to read **Technical Memoranda**, and Design Decision is deleted from the first sentence.

42. Section 2.13.3.3, **I-405 Over BNSF Railway**, the third sentence is deleted and replaced with the following:

"Concrete overlays shall be designed and constructed in accordance with the WSDOT BDM and the Standard Specifications as modified by the Special Provisions, Appendix B1, and Amendments to the Standard Specifications, Appendix B2."

43. Section 2.18.3.2.7, **Maintenance/Operation of Furnished and Installed ITS Components**, is supplemented with the following:

"The Design-Builder shall maintain a maintenance log documenting maintenance activities and all repairs performed on ITS equipment. The maintenance log shall be made available to WSDOT upon request."

44. Section 2.22.5.6, the reference to Section 1-011.3 in the last sentence of the first paragraph is revised to read Section 1-011.4.

45. Section 2.25.3.1, **Fabrication Inspection**, is deleted and replaced with the following:

"The Design- Builder is responsible for the QA inspection and approval of items fabricated specifically for the Project. The Fabrication Inspector's will work under the direction of the Construction QA Manager. The minimum qualifications for the Fabrication Inspector are provided in Section 2.28. WSDOT will manage the Quality Verification (QV) of the fabrication items. The Design- Builder will promptly notify WSDOT of the intended fabricator, fabricator inspector, and provide a copy of the "Approved" Shop Drawings.

For items identified as requiring minor inspection and approval, the Design- Builder's QA Fabrication Inspector(s) shall perform random inspections of the fabricated item, review fabricators QC records, and provide a certification of compliance as appropriate for the type of material being inspected, and stamp or tag each approved item in accordance with WSDOT requirements in Section 9-1.5D of the Construction Manual.

For items identified as requiring major inspection and approval, the Design- Builder's QA Fabrication Inspector(s) shall be at the fabrication facility for an estimated 20% of the fabrication time to perform random inspections of the fabricated item, review fabricators QC records, and provide a certification of compliance as appropriate for the type of material being inspected, and stamp or tag each approved item in accordance with WSDOT requirements in Section 9-1.5D of the Construction Manual. The amount of time for QA fabrication inspection can vary depending on the quality of product being produced.

The Design-Builder shall prepare a Fabrication QA Plan and submit for review as part of the overall Quality Management Plan. As a minimum the plan shall include:

- A. Describe the number of full-time equivalent employees with specific Fabrication Quality Assurance inspection responsibilities;
- B. List by discipline the name, qualifications, duties, responsibilities and authorities for all persons with Fabrication Quality Assurance inspection responsibilities;
- C. Describe the fabrication quality assurance inspection, sampling, testing, and analysis plan.

- D. Describe the frequencies for the fabrication inspections;
- E. Specify documentation for Fabrication QA inspection including acceptance documentation.

The fabricated items to be inspected include but are not limited to the following:

Minor Inspection and Approval required:

1. Treated timber and lumber except guardrail post and blocks
2. Treated piling
3. Epoxy coated rebar
4. Anchor bolts shipment
5. Type 1 raised pavement markers
6. Miscellaneous items that are shop welded
7. Miscellaneous galvanized steel items
8. Concrete and metal culvert pipe over 27 inches in diameter
9. Permanent precast concrete median barrier
10. Traffic signal, ITS and illumination standards
11. Utility vaults
12. Metal drainage castings
13. Precast concrete catch basins, manholes and inlets. This includes all sections and risers 6 inch and above
14. Metal bridge rail
15. Sign mounting hardware

Major Inspection and Approval Required:

1. Precast concrete panels
2. Prestressed concrete girders
3. Steel for bridges
4. Bridge bearings
5. Three sided structures”

46. Section 2.28.1.4.3, **Quality Planning**, is supplemented with the following:

“The Inspection and Test Plan shall include a Fabrication QA plan in accordance with Section 2.25.3.1.”

The Appendices to the Request For Proposal for this project are amended as follows:

47. Appendix A1, RFP Documents, remove and replace with the attached.
48. Appendix C will not be used.
49. Appendix C1, Commitments List, add the attached appendix.
50. Appendix D, Design Manual for Design Build Projects, add the attached appendix. (Provided in electronic/PDF version only.)
51. Appendix G5, Supplemental Boring Project, remove and replace boring logs KDB-5-05 and KDB-6-05 with the attached KDB-5-05 and KDB-6-05. Supplement G5 with attached boring logs KDB-8-05 and KDB-9-05, and attached piezometer readings.
52. Appendix H11, Drainage Plans, SR 405 Northrup to Bothell HOV and SD&DI - Stage 1 (PDF only), add the attached appendix. (Provided in electronic/PDF version only.)
53. Appendix K, Prevailing Wages, remove and replace with the attached.
54. Appendix L, I-405 Urban Design Criteria For Kirkland Stage 1, remove the Table of Contents, Sheet A-1.0, and Sheet C-1.0 and replace these items with the attached.
55. Appendix O5, MOU between WSDOT and the City of Kirkland, remove and replace with the attached. There were no revisions to the language of this agreement. The replacement provides the signed copy.
56. Appendices O6 and O6A, Quantity Estimate and Quantity Estimate – Wetland Development Thrasher's Corner, remove. The information contained in these appendices were not consistent with the Conceptual Design included in the RFP and are therefore deleted in entirety.
57. Appendix P3, Section 401 Water Quality Certification, is supplemented with the attached.
58. Appendix P4, Hydraulic Project Approval – WDFW, remove and replace with the attached.
59. Appendix P8, Land Surface Modification Permit, remove and replace with the attached.
60. Appendix S is supplemented with the attached Excel version of the schedule. Remove and replace the appendix cover with the attached.
61. Appendix W2-A, Thrasher's Corner Piezometer Data, add the attached appendix.
62. Appendix W3, Wetlands Impact Area Table, add the attached appendix.

Brian D. Nielsen, P.E.
Contract Manager